

NOISE ELEMENT

# HUNTINGTON BEACH

## **STATUTORY REQUIREMENTS**

Government Code Section 65302(f) states the following:

*The General Plan shall include a noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines adopted by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:*

- 1) *Highways and freeways;*
- 2) *Primary arterials and major local streets;*
- 3) *Passenger and freight on-line railroad operations and ground rapid transit systems;*
- 4) *Aviation and airport related operations;*
- 5) *Other ground stationary noise sources contributing to community noise environment.*

A local noise element should accurately reflect the noise environment, the stationary sources of noise, and the impacts of noise on local residents.

## **TECHNICAL SYNOPSIS**

### **A. NOISE SOURCES**

Noise is often defined as “unwanted sound” because of its potential to disrupt sleep, to interfere with speech communication, and to damage hearing. Noise is generated by interior and exterior sources, which can include mobile and stationary sources. Interior noise is generally stationary and includes devices and machines such as stereos and televisions. Exterior noise can be both mobile and stationary and is generated by motor vehicles, aircraft operations, construction work, industrial operations, and human activities. The primary noise source within the City of Huntington Beach is vehicular traffic. Secondary noise sources include aircraft operations, railroad operations, construction and petroleum extraction activities.

#### **1. Vehicular Operations**

Vehicular traffic noise is the most pervasive source of noise throughout the City. Traffic noise is generally attributed to all types of vehicles, including automobiles, buses, trucks and construction equipment transport.

## **2. Aircraft Operations**

### **a. Airport**

While there are no operating airports located within Huntington Beach, and no airplane flight patterns for either the Long Beach Municipal Airport or the John Wayne Airport over the City of Huntington Beach (Federal Aviation Administration, Burgen, 1992), it is not uncommon for airplanes to fly over the City during their approach to either of the two airports. Such variations in airplane approach patterns can be attributed to inclement weather and delays created by the large number of commercial and private flights accommodated by these airports each day. During such approach flights to the Long Beach Municipal Airport, airplanes typically fly over downtown Huntington Beach, areas east of the Bolsa Chica wetlands, and the Huntington Harbour, at altitudes ranging from 1,500 to 4,000 feet. Similar approach flights to the John Wayne Airport fly over the southeastern most portion of the City at an altitude of approximately 5,000 feet (Burgen, 1992). During the warmer months small aircraft frequently fly back and forth along the Huntington Beach and State beaches and over Huntington Harbour.

### **b. Heliport**

The five heliports are located at McDonnell Douglas Corporation (Bolsa Chica Street at Bolsa Avenue), Guardian Center (Beach Boulevard at Warner Avenue), Police Station at Goldenwest Street and Talbert Avenue, Cal Resources at Pacific Coast Highway (between Seapoint Street and Warner Avenue), and the Civic Center (Main Street at Yorktown Avenue). With the exception of the Huntington Beach Police Department's helicopters, helicopter flights are typically located above the major and primary arterials as well as the 405 Freeway. Although single-event noise exposure resulting from airplane and helicopter operations are potentially annoying, the relatively low frequency and short duration of these operations do not significantly affect average daily noise levels within the City.

## **3. Railroad Operations**

Another source of noise within the City is the Southern Pacific Railroad and the U.S. Navy Railroad. The Southern Pacific Railroad right-of-way, located east of Gothard Street, extends 3.5 miles from the northern portion of the City to its terminus, located north of Ellis Avenue. The U.S. Navy Railroad originates at the U.S. Naval Weapons Station and travels eastward through the northernmost portion of Huntington Beach for approximately one mile. Within Huntington Beach, the Southern Pacific Railroad is used once daily and the U.S. Navy freight trains rarely travel outside the Naval Weapons Station.

## **4. Petroleum Extraction Activities**

Petroleum extraction from the Huntington Beach Oil Field is a source of noise within the City. The Huntington Beach Oil Field is anticipated to remain active for another 15-30 years. Aminoil, USA, SWEPI, and Chevron, USA are the primary oil companies that extract oil from this area. Located within Huntington Beach are Aminoil, USA's separation treatment and storage facilities, Chevron, USA's oil extraction facilities, and various independent oil companies' "oil islands" (isolated oil extraction areas).

## **B. NOISE MEASUREMENT**

Environmental noise is usually measured in A-weighted decibels (dB). Sound waves, traveling outward from a source exert a sound pressure (commonly called “sound level”) measured in decibels. In general, a 3 decibel increase in sound level represents a doubling in sound energy, although it will not be experienced as a doubling of loudness. The average range of sounds that humans are commonly exposed to generally falls within the 30-100 dB range.

Environmental noise levels typically fluctuate over time. Different types of noise descriptors are used to account for this variability. For the purpose of this Element, Ldn, the day-night average noise level, is used.

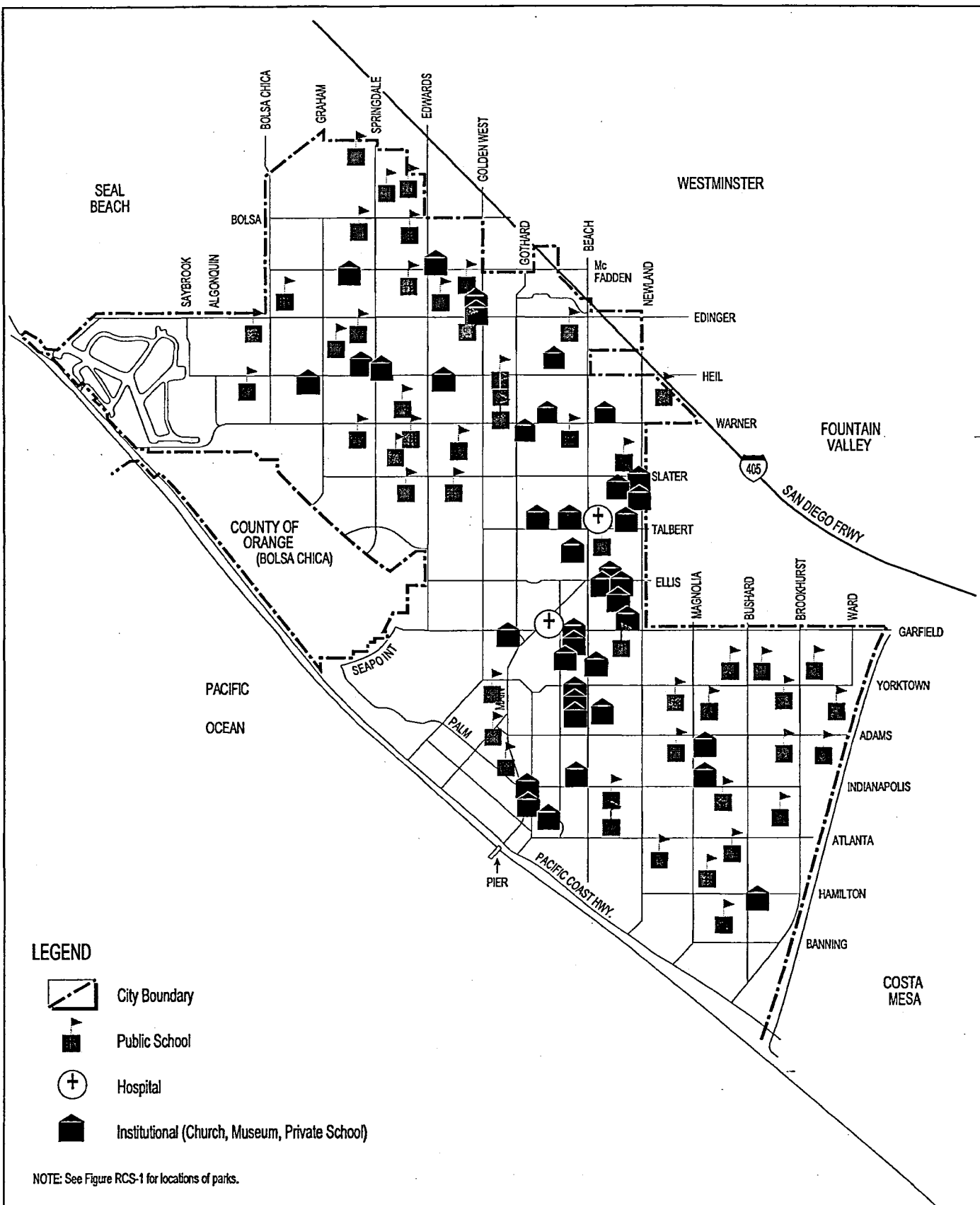
## **C. NOISE CONTROL MEASURES**

Noise can be controlled a) at its source, b) along its transmission path, c) at the receiver, or d) through a combination of these measures. Federal and state regulations provide for certain controls on noise sources, such as motor vehicles. The City has adopted additional provisions which restrict the generation of noise within the community. The noise level standards adopted by the City are more stringent than State Office of Noise Control guidelines for residential and commercial noise levels, placing limitations on noise produced by equipment operation, human activities, and construction. As stated in the City’s Noise Ordinance (Municipal Code, Chapter 8.40, Noise Control) the Orange County health officer, or a designated agent, which is the City’s Code Enforcement Officers, has primary responsibility for the enforcement of these regulations.

## **D. EXISTING NOISE CONDITIONS**

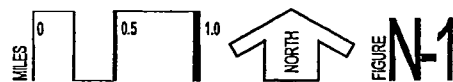
As discussed previously, the primary source of noise in the City of Huntington Beach is generated by motor vehicles. Average daily traffic flows along arterial corridors within the City were utilized to assess existing noise levels. These noise levels are based on a noise Prediction Model created by the Federal Highway Transportation Administration. Based on the model, average noise levels along arterial segments range from approximately 60 to 68 dB(A) Ldn at 50 feet from curbside, and generally average about 65 dB(A) Ldn. As a rule, existing development along the major arterials in the City include noise-tolerant industrial and commercial (excluding professional office) uses. The noise level along these roadway segments is normally acceptable for industrial level uses. However, the City of Huntington Beach exterior noise standard for commercial uses is exceeded along all major arterial segments where commercial land uses are located within approximately 150 feet of the curb.

Land uses along the other arterials include residential, professional office and institutional. These land uses are much more sensitive to high noise levels. Many schools and newer office buildings provide parking areas and noise attenuation barriers (e.g., walls, berms, shrubs) between noise sources and buildings as a method of reducing noise levels. However, older residences, churches and schools do not have adequate setbacks, nor are buildings equipped with interior noise attenuation devices (e.g., double glazed windows). Therefore, all of the land uses located along arterial roadways (excluding industrial uses) are exposed to noise levels that either meet or exceed acceptable City noise standards (**Figure N-1** locates sensitive land uses within the City).



# LOCATION OF NOISE SENSITIVE LAND USES

CITY OF HUNTINGTON BEACH GENERAL PLAN



## **ISSUES**

1. Some residential, commercial, and institutional land uses in the City of Huntington Beach, particularly along arterial roadways, are impacted by vehicular noise levels exceeding City standards. (*N 1.2.1, N 1.2.4, N 1.3.2, N 1.3.3, N 1.3.4, N 1.3.5, N 1.3.6, N 1.3.7, N 1.3.8, and N 1.3.9*)
2. There are several developments within the City of Huntington Beach and its sphere of influence that are currently being planned or have been recently approved. These include: Bolsa Chica, Ellis-Golden West, Meadowlark, and Holly-Seacliff. Buildout of these planned developments will increase traffic levels in the vicinity of these developments, resulting in increased noise levels. New development is required to adhere to the standards set forth in the Zoning and Subdivision Ordinance. (*N 1.2.2, N 1.6.1, and N 1.13.1*)
3. There are several vacant parcels of land that is surrounded by existing development. There is a potential for noise generating uses to be developed on these properties. The City should enforce the Infill Ordinance to protect existing uses. (*N 1.2.2, N 1.2.3, N 1.4.1, N 1.5.1, N 1.7.1, and N 1.11.1,*)

## **GOALS, OBJECTIVES, AND POLICIES**

The following section presents the goals, objectives, and policies relative to both ambient and stationary fixed-source noise conditions in the City of Huntington Beach. At the end of each policy is a reference to the appropriate implementation program. Each implementation program's schedule and possible funding sources are indicated in the Noise Implementation Matrix.

### ***Goal***

#### **N 1**

Ensure that all necessary and appropriate actions are taken to protect Huntington Beach residents, employees, visitors, and noise sensitive uses from the adverse impacts created by excessive noise levels from stationary and ambient sources.

## **Noise Ordinances, Regulations, and Guidelines**

### ***Objective***

#### **N 1.1**

Adopt and enforce appropriate local noise ordinances, regulations, and guidelines to effectively control both ambient and stationary noise conditions and impacts. Maintain baseline information regarding the ambient and stationary noise sources on an ongoing basis.

### ***Policies***

#### **N 1.1.1**

Monitor and update available data regarding the community's existing and projected ambient and stationary noise levels as shown on **Figure N-2** and **N-3**. (*I-N 1*)

#### **N 1.1.2**

Update all local noise ordinances, regulations and guidelines as required by modifications to state standards and guidelines. (*I-N 2 and I-N 3*)

#### **N 1.1.3**

Consider revising the City of Huntington Beach noise ordinance to establish acceptable standards for mobile noise sources (such as, but not limited to, leaf blowers, mobile vendors, mobile stereos, etc.). (*I-N 3*)

## **Ambient Noise Impacts on the Community**

### ***Objective***

#### **N 1.2**

Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise sensitive uses of Huntington Beach.

### ***Policies***

#### **N 1.2.1**

Require, in areas where noise levels exceed an exterior Ldn of 60 dB(A) and an interior Ldn of 45 dB(A), that all new development of "noise sensitive" land uses, such as housing, health care facilities, schools, libraries, and religious facilities, include appropriate buffering and/or construction mitigation measures that will reduce noise exposure to levels within acceptable limits. (*I-N 4*)

#### **N 1.2.2**

Require new industrial and new commercial land uses or the major expansion of existing land uses to demonstrate that the new or expanded use would not be directly responsible for causing ambient noise levels to exceed an exterior Ldn of 65 dB(A) on areas containing "noise sensitive" land uses as depicted on **Figure N-1**. (*I-N 4 and I-N 5*)

#### **N 1.2.3**

Require development, in all areas where the ambient noise level exceeds an Ldn of 60 dB(A), to conduct an acoustical analysis and incorporate special design measures in their construction, thereby, reducing interior noise levels to the 45 dB(A) Ldn level (see **Figure N-2**). (*I-N 4*)

#### **N 1.2.4**

Encourage existing "noise sensitive uses," including schools, libraries, health care facilities, and residential uses to incorporate fences, walls, landscaping, and/or other noise buffers and barriers, where appropriate and feasible to mitigate noise impacts. (*I-N 3 and I-N 4*)

#### **N 1.2.5**

Require development that generates increased traffic and subsequent increases in the ambient noise levels adjacent to noise sensitive land uses to provide for appropriate mitigation measures in accordance with the acceptable limits of the City noise ordinance. (*I-N 4*)

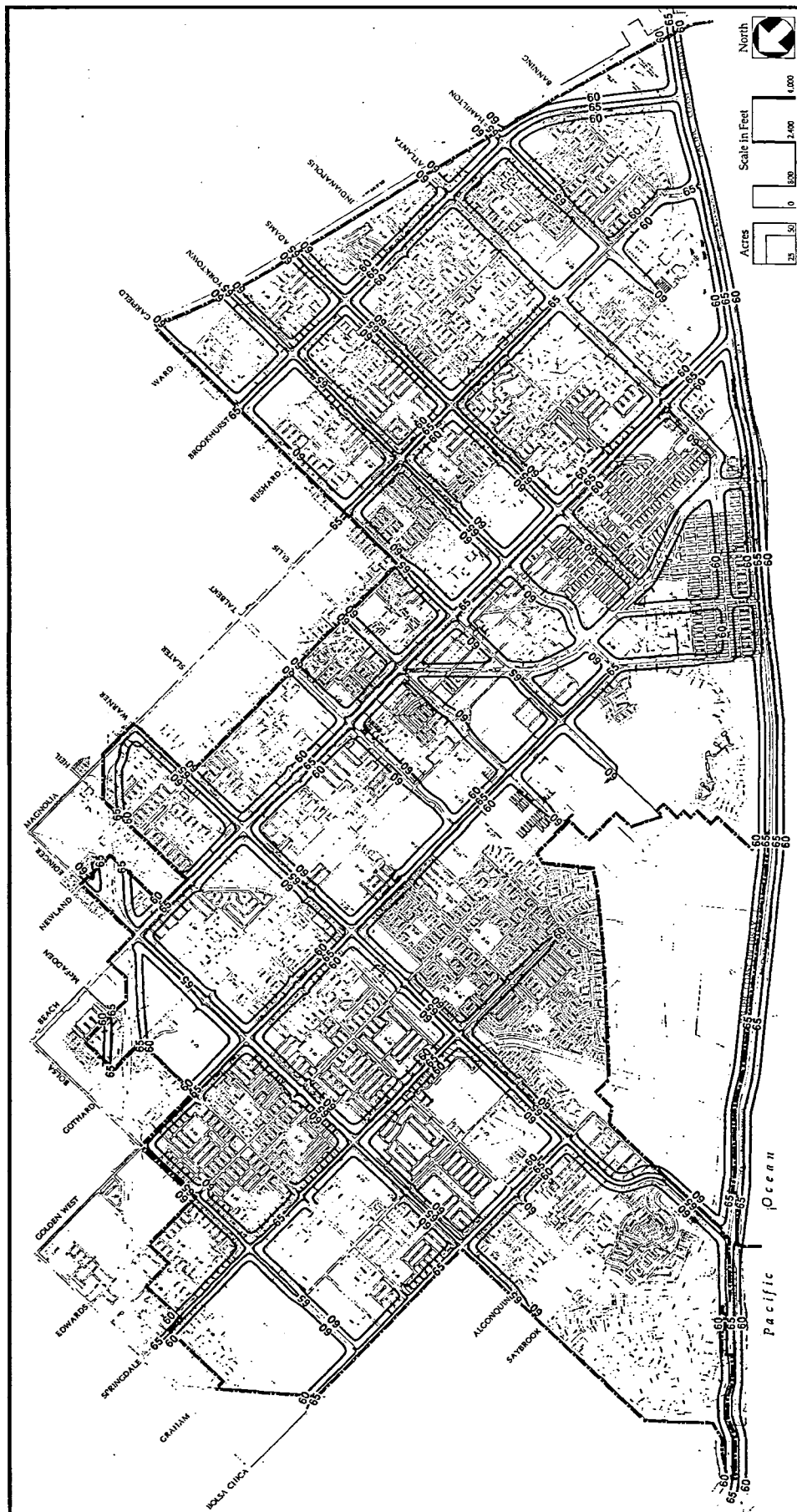


FIGURE  
N-2

HUNTINGTON BEACH  
NOISE CONTOURS (1992-dB Ldn)  
City of Huntington Beach General Plan



HUNTINGTON BEACH  
 FUTURE (2010) NOISE CONTOURS (dB Ldn)  
 City of Huntington Beach General Plan

FIGURE  
**N3**

V-N-8

## **Traffic and Mechanical Equipment Related Noise Impacts**

### ***Objective***

#### **N 1.3**

Minimize the adverse impacts of traffic-generated noise on residential and other “noise sensitive” uses.

### ***Policies***

#### **N 1.3.1**

Require all new non-residential development to design and configure on-site ingress and egress points diverting traffic away from nearby “noise sensitive” land uses to the greatest degree practicable. (I-N 4)

#### **N 1.3.2**

Actively enforce existing applicable sections of the California Vehicle Code related to vehicle or equipment mufflers and modified exhaust systems. (I-N 2)

#### **N 1.3.3**

Require that any vehicles or noise-generating mechanical equipment to be purchased by the City of Huntington Beach comply with noise performance standards consistent with the best available noise reduction technology. (I-N 6)

#### **N 1.3.4**

Investigate the feasibility of retrofitting currently city-owned vehicles and mechanical equipment to comply with noise performance standards consistent with the best available noise reduction technology. (I-N 6)

#### **N 1.3.5**

Encourage local and regional public transit providers to ensure that the equipment they use and operate does not generate excessive noise impacts on the community. (I-N 7)

#### **N 1.3.6**

Encourage the State of California Department of Transportation (Caltrans) to install and maintain landscaping or other noise mitigation elements along freeways and highways which are adjacent to existing residential or “noise sensitive” uses. (I-N 7)

#### **N 1.3.7**

Provide for the development of alternate transportation modes such as bicycle paths and pedestrian walkways to minimize the number of noise generating automobile trips. (I-N 8)

#### **N 1.3.8**

Ensure that commercial and industrial uses, as required by the Air Quality Management Plan, implement Transportation Demand Management (TDM) programs such as incentives for car pooling, van pools, and the use of public transit. (I-N 8)

#### **N 1.3.9**

Alter surface street traffic flow through various methods (including but not limited to one way streets, speed limit reductions, truck and heavy vehicle prohibitions) to maximize steady flow conditions. (I-N 4)

#### **N 1.3.10**

Require that mechanical equipment, such as air conditioning units or pool equipment, comply with the City’s Noise Ordinance and Zoning and Subdivision Ordinance. (I-N 2 and I-N 4)

## **Noise Impact Encroachment of Commercial and Industrial Land Uses**

### ***Objective***

#### **N 1.4**

Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or “noise-sensitive” uses.

### ***Policies***

#### **N 1.4.1**

Require that the automobile and truck access of commercial or industrial land uses abutting residential parcels to be located at the maximum practical distance from the nearest residential parcels. (I-N 4)

#### **N 1.4.2**

Require that the loading and shipping facilities of commercial and industrial land uses abutting residential parcels to be located and designed to minimize the potential noise impacts upon residential parcels. (I-N 4)

**N 1.4.3**

Require that the parking areas of all commercial and industrial land uses, which abut residential areas, to be buffered and shielded by walls, fences, or adequate landscaping. (I-N 4)

**N 1.4.4**

Require that the parking structures of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses. (I-N 4)

**N 1.4.5**

Require commercial or industrial truck delivery hours to land uses abutting residential uses to be limited unless there is no feasible alternative or there are overriding transportation benefits. (I-N 4)

**Noise Impacts of Mixed-Use Structures**

***Objective***

**N 1.5**

Minimize the potentially adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses.

***Policy***

**N 1.5.1**

Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use. The design measures used may include: (1) the use of materials which mitigate sound transmission; or (2) the configuration of interior spaces to minimize sound amplification and transmission. (I-LU 11.1.5, I-N 4, and I-N 5)

**Construction Noise Impacts**

***Objective***

**N 1.6**

Minimize the impacts of construction noise on adjacent uses.

***Policy***

**N 1.6.1**

Ensure that construction activities be regulated to establish hours of operation, to prevent and/or mitigate the generation of excessive or adverse noise impacts through the implementation of the existing Noise Ordinance and/or any future revisions to the Noise Ordinance. (I-N 2 and I-N 3)

**Noise Impacts/Encroachment Within Multi-Occupant Structures**

***Objective***

**N 1.7**

Ensure that buildings are constructed to prevent adverse noise transmission between differing uses or tenants located in the same commercial structure and individual dwelling units in multi-family residential structures.

***Policy***

**N 1.7.1**

Rigorously enforce the applicable provisions of the Uniform Building Code and City of Huntington Beach Municipal Code which prevent the transmission of excessive and unacceptable noise levels between individual tenants and businesses in commercial structures and between individual dwelling units in multi-family residential structures. (I-N 4)

**Noise Impacts of Entertainment and Restaurant/Bar Land Uses**

***Objective***

**N 1.8**

Minimize the generation of excessive noise level impacts from entertainment and restaurant/bar establishments into adjacent residential or "noise sensitive" land uses.

**N 1.8.1**

Require that entertainment and restaurant/bar uses take appropriate steps to control the activities of their patrons on-site, as well as within a reasonable and legally justified distance or proximity, to minimize potential noise-related impacts on adjacent residential neighborhoods. (I-N 4)

**N 1.8.2**

Discourage the development of new nightclubs, discotheques, and other high noise-generating entertainment uses that may impact residential neighborhoods, schools, health care facilities, or other "noise sensitive" land uses, unless it can be demonstrated that adequate measures can be installed and employed to adequately mitigate the potential impacts of on-site operations and/or off-site customer access and activities of these establishments upon these areas. (I-N 4)

**Noise Impacts of Rail Uses**

***Objective***

**N 1.9**

Minimize the noise effect of rail transit (freight and passenger) on residential uses and other sensitive land uses.

***Policy***

**N 1.9.1**

Coordinate with rail planners to:

- a. locate light rail and fixed rail routes and locate/design rail stations in areas which are accessible to both residential and commercial areas but which also minimize noise impacts on surrounding residential and sensitive land uses;
- b. properly maintain lines and establish operational restrictions (e.g., hours of operation, speed limits) during the early morning and late evening hours to reduce adverse noise impacts in residential areas and other noise sensitive areas; and
- c. install noise mitigation features where operations impact existing adjacent residential or other "noise-sensitive" uses. (I-N 9)

**Noise Impacts of Aircraft Operations**

***Objective***

**N 1.10**

Minimize the effect of aircraft noise on residential and other sensitive land uses.

***Policies***

**N 1.10.1**

Determine if any residential neighborhood or sensitive land use beneath the Long Beach Airport or the John Wayne Airport's flight path is within a CNEL 65 contour. (I-N 1)

**N 1.10.2**

Solicit funding to remedy excessive noise exposure generated by aircraft operations. (I-N 10)

**Noise Impacts of Oil Operations**

***Objective***

**N 1.11**

Minimize the effect of oil operations noise on residential and other sensitive land uses.

***Policy***

**N 1.11.1**

Require that new oil uses near existing residential uses or that new residential development near existing oil facilities include noise mitigation measures. (I-N 4)

**Analysis And Mitigation of City-Wide Stationary (Fixed-Source) Noise Impacts**

***Objective***

**N 1.12**

Ensure any use determined (by the City of Huntington Beach) to be a potential generator of significant stationary noise impacts, be properly analyzed and ensure that the recommended mitigation measures are implemented.

***Policies***

**N 1.12.1**

Require detailed and independent acoustical studies be conducted for any new or renovated land uses or structures determined to be potential major stationary noise sources. Recommended mitigation measures must be successfully implemented and tested, prior to the issuance of a Certificate of Occupancy for the land use or structure. (I-N 11)

**N 1.12.2**

Encourage major stationary noise generating sources throughout the City of Huntington Beach to install additional noise buffering or reduction mechanisms within their facilities to reduce noise generation levels to the lowest extent practicable prior to the renewal of Conditional Use Permits or business licenses or prior to the approval and/or issuance of new Conditional Use Permits for said facilities. (*I-N 4 and I-N 11*)

***Objective***

**N 1.13**

Encourage residents in high noise level areas to improve their homes to meet the City's noise standards.

***Policy***

**N 1.13.1**

Assist the efforts of local homeowners living in high noise level areas to noise attenuate their homes through funding assistance and retrofitting program development, as feasible. (*I-N 12*)

**IMPLEMENTATION PROGRAMS**

**I-N 1**

**Noise Environment Data/Studies**

Require the following as appropriate:

- a. the developer to conduct or hire acoustical engineers to conduct studies where current data is not available;
- b. the review of available technical and acoustical data and studies conducted for proposed projects; and
- c. the recordation of changes which occur in the community's noise environment. The existing local noise map shall be updated as new information about the community's noise environment changes or becomes available, to ensure accuracy in land use compatibility planning and the mitigation of noise impacts.

**I-N 2**

**Noise Ordinance Enforcement**

Continue to enforce the local Noise Ordinance to comply with the State's Noise Insulation Standards. Said ordinance shall contain policies and regulations addressing both overall (ambient) and stationary source (intrusive) noise impacts. Ordinance shall also regulate and limit high noise generating vehicles, equipment and construction activities to reduce their potential impacts on local noise sensitive uses.

**I-N 3**

**Noise Ordinance Revisions**

Include provisions within the City of Huntington Beach local Noise Ordinance that:

- a. establish acceptable operating standards such as permitted decibel levels, operating hours, etc. for mobile noise sources, if determined by the City Council to be necessary;
- b. require that noise sensitive uses proposed to be located in areas with noise levels of 60 dB(A) Ldn or greater include the recommended mitigation measures or demonstrate the interior noise levels will not exceed an Ldn of 45 dB(A), prior to the issuance of certificates of occupancies and/or certification of completion;
- c. specifically address and sufficiently regulate or limit the hours of truck deliveries to commercial or industrial land uses abutting residential/noise sensitive uses; and
- d. specifically addresses construction operational techniques and practices.

**I-N 4**

**Development Review Process**

Through the proposed project development (i.e., site plan) review and through the environmental review process:

- a. address and sufficiently mitigate noise impacts;
- b. require a noise evaluation for all projects to determine if unacceptable noise levels will be created or experienced and to define noise abatement;
- c. consider altering surface street flow methods;
- d. configure non-residential developments' street patterns and access points to minimize impacts;
- e. limit the commercial land uses located below residential mixed-use structures to those which are not overly noise-intensive, and require design and construction measures which minimize the transfer of noise and vibration from the commercial uses to residential uses;
- f. implement all applicable provisions of the Uniform Building Code and the Huntington Beach Municipal Code which prevent and mitigate the transmission of excessive noise levels between business tenants and between individual dwelling units;
- g. require that entertainment and restaurant/bar land uses limit the activities and noise of patrons in and around their facilities to ensure that noise levels emanating from the establishments do not impact surrounding uses;
- h. encourage the installation of buffering techniques at major stationary noise generators. Installation of such measures shall be required prior to the renewal or issuance of a business license or a Conditional Use Permit.

**I-N 5**

**Development Standards Revisions**

Modify the City's industrial and commercial zoning development standards to require that the developments be designed in a sensitive manner to minimize potential noise impacts on abutting residential and noise sensitive uses, including:

- a. locating vehicle access points away from residential and/or noise sensitive parcels;
- b. locating loading and shipping facilities away from adjacent noise sensitive uses;
- c. incorporating fences, walls, landscaping and other noise buffers and barriers between incompatible uses;
- d. incorporating structural building materials which mitigate sound transmission; and
- e. configuring interior spaces to minimize sound amplification and transmission.

**I-N 6**

**City Purchased Equipment Conformance**

- a. Purchase vehicles and other noise generating mechanical equipment which comply with and conform to the latest available noise standards and requirements.
- b. Conduct a feasibility study to determine the costs and benefits of retrofitting current city-owned equipment and vehicle to comply with noise performance standards.

**I-N 7**

**Interagency Coordination**

Meet with representatives of the Orange County Transit District, Caltrans, and other local and regional public transit providers, on an annual basis, to discuss and suggest the impacts of the generation of their vehicles on local noise conditions; feasible mitigation measures shall be suggested, requested, and implemented, as necessary to reduce such impacts.

**I-N 8**  
**Circulation and Air Quality Elements**  
**Implementation**

All feasible policies and programs of the General Plan's Circulation and Air Quality Elements relating to the further development and use of alternate modes of transportation and to the use of TDMs shall be fully implemented.

**I-N 9**  
**Coordination with Rail Operators**

- a. City of Huntington Beach representatives shall meet on a project by project basis to pro-actively work with light or fixed rail planners, engineers, and architects to ensure route and station locations and designs minimize impacts.
- b. Review local rail procedures and operations to monitor their potential noise-related impacts on the community. As necessary, staff shall meet with rail operating officials to discuss and/or suggest noise mitigation measures which reduce rail noise-related impacts on the community.

**I-N 10**  
**FAA Funding**

Seek Federal Aviation Administration (FAA) funds to develop plans, and retrofit residential and sensitive land uses located within CNEL 65 contours to meet federal aircraft noise standards.

**I-N 11**  
**Stationary Noise Generators**

New and expanded projects which are determined to be a potential major stationary noise source (based on the results of the local initial study and environmental checklist) shall fund and complete a specific acoustical analysis to identify, determine, and analyze potential impacts and propose appropriate mitigation measures. Said mitigation measures must be installed and tested prior to the issuance of a Certificate of Occupancy for the structure.

**I-N 12**  
**Residential Retrofit Funding**

Seek funding sources and create new programs which meet the funding criteria for the noise attenuation of existing homes located on high noise level areas.

No.	Name	ADMINISTRATION												CITY OF HUNTINGTON BEACH	CITY OF HUNTINGTON BEACH								SCHEDULE
		Community Development Department	Community Services Department	Economic Development Department	Fire Department	Library Services Department	Police Department	Public Works	Planning Commission	City Council	School Districts	County of Orange	Other		General Funds	Assessment Districts	Development Fees	Redevelopment Tax Increment Revenue	Grants	Other Approved Fees	State Funds	Federal Funds	
PROGRAM		RESPONSIBLE AGENCY												FUNDING SOURCE								SCHEDULE	
N1	Noise Environment Data / Studies	●												●								1 Year upon Plan Adoption *	
N2	Noise Ordinance Enforcement	●					●					●		●								Ongoing *	
N3	Noise Ordinance Revisions	●							●	●				●								1 Year upon Plan Adoption *	
N4	Review Process	●												●								Ongoing *	
N5	Development Standards Revisions	●							●	●				●								1 Year upon Plan Adoption *	
N6	City Purchased Equipment Conformance	●					●							●								1 Year upon Plan Adoption *	
N7	Interagency Coordination	●												●								Ongoing *	
N8	Circulation and Air Quality Element Implementation	●					●							●								Ongoing *	
N9	Coordination with Rail Operators	●					●					●	●	●								Ongoing *	
N10	FAA Funding	●												●						●		Ongoing *	
N11	Stationary Noise Generators	●												●								Ongoing *	
N12	Residential Retrofit Funding	●												●		●	●		●	●		Ongoing *	

\* As funding permits

## NOISE IMPLEMENTATION PROGRAM MATRIX

CITY OF HUNTINGTON BEACH GENERAL PLAN

MATRIX **N**